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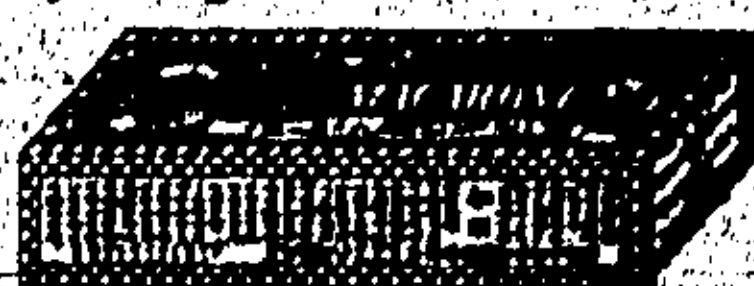
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THE SHANGHAI MUNICIPAL COUNCIL.

THE CHAIRMAN ON "A MOST TRYING YEAR."

Mr. E. C. Pearce, the Chairman of the Shanghai Municipal Council, in a speech at the annual ratepayers' meeting last week, reviewed the work of the Council during the past year. We quote the following paragraphs from the speech:

I cannot look back on 1919 without feeling that it was the most trying year of my term of office as one of your elected representatives. The spirit of unrest which has disturbed the greater part of the world during the last few years has spread hither. The future of North and South to settle their differences and the presence of opposing political factions in and around the Settlement have proved a constant source of anxiety. Labour and trades of all kinds have organised. Strikes have been frequent though generally speaking of a peaceable character. We have experienced a long sustained boycott of Japanese goods with its concomitant racial embitterment. The schools have been infected with by politics. The collection of our rates has been resisted by certain misguided sections of the Chinese Community. Threats of strikes and the non-payment of rates have accompanied demands for Chinese representation on the Council, for the extension of the franchise to Chinese payers of taxes, and for other concessions calculated to undermine the administration of this Foreign Settlement, and to be achieved by alteration of our Land Regulations or Charter of local self-government. We have had to call out our Defence Force to assure the preservation of peace and good order. We have had to take measures to safeguard our food supplies and all the while we have had to keep a watchful eye on the course of events in Siberia and to take such measures as have been possible to stem the influx of undesirable refugees from Northern ports.

With some aspects of these elements of unrest I must briefly deal.

With the political aspirations of young China we are only concerned at this meeting in so far as they affect the maintenance of peace and order in the Settlement. Any movement that has for its object the uplift of China must have our sympathy when the means chosen to that end are such as can command our respect and when the movement in question is directed by those who are willing to place "pro patria" before all considerations of party gain and self-aggrandisement. That the intentions of the Students as a whole, in so far as they were designed to secure better government, were indeed worthy of no such ill denials, but the fact remains that in the inexperience and indiscretion of youth they permitted themselves to be exploited by a band of unscrupulous intriguers, to whom "pro patria" has no meaning, unless it holds forth some personal gain such as is provided by the spoils of office. Moreover the policy of intimidation, which was the strongest weapon of the Student Movement, and of the rate agitation, does not augur well for the future, and when such a policy is applied, as it unquestionably was, in an effort to bring pressure to bear on the foreign residents of this Settlement, it must inevitably alienate our sympathy and set up a reaction that must, it is regretted, have a natural tendency to retard the awakening of China.

THE STUDENTS.
In its early stages the Student Movement as it affected the Settlement was indeed harmless enough, but as so often—indeed one might almost say invariably—happens, in the case of any popular movement in China, it soon attracted the scorn of the agitating class and got out of hand, with the result that we had to adopt a strong arm policy to prevent serious trouble. The lesson we have learnt and which future Councils should keep well before them, is that the authorities here must safeguard the general interests of the Community, Foreign and Chinese, by placing a strict ban on political movements within the Settlement. It may be argued that this is not a wholesome policy, but ladies and gentlemen, you must bear in mind that this little Settlement of ours is a mere speck on the map of China, in a particularly peculiar position. Its well-being and its prosperity are largely founded upon its neutrality in Chinese politics. Indeed it is the observance of this neutrality which has probably contributed more than anything else to its preservation and to the preservation of those who reside therein from the devastation and ruin that have befallen the greater part of China in those times of political turmoil, which have been by no means rare during the past 50 or 60 years. We must maintain this neutrality and guard against that is inimical thereto. Surely, there is ample room in the vast outside expanse of China's domain for those who are so deeply concerned in her politics. Why, I ask you, should this Settlement be made a centre for their political activities?

THE RATE AGITATION.
The rate agitation of July and August last calls for a few remarks. In the early stages the refusal of payment was based on the allegation that insufficient notice had been given to Chinese residents of the increase in the General Municipal Rate from 12 to 14 per cent, and of the collection of a special levy of 1 per cent with effect from July 1st. This allegation was nothing more nor less than a plank in the student policy of provocation adopted by the Chinese, for your approval of the increased rate, and your special levy at the Ratepayers' Meeting in April 1919, some three months before they came into operation, was fully dealt with in the Chinese press at that time. Hardship was then pleaded. Hardship because the special levy was to be collected in one payment instead of by instalments. When this hardship was removed by spreading the levy over three quarters, objection to payment of the rates was taken on the stand of "no taxation without representation." This and other considerations indicated that the most unbecoming manner in which the agitation was conceived and engineered by those who had an ulterior motive in encouraging the Chinese community to flout your Council's

(Continued at foot of next column.)

FREIGHT INCREASE.

JAPANESE SHIPOWNERS' VIEWS.

In the present state of the shipping situation the only protection of Japanese shipping companies is to increase freight rates, declares Mr. Yonejiro Ito, one of the directors of the Nippon Yusen Kaisha, in the course of an article in a special shipping supplement of the Tokyo Jiji.

"For about a year following the conclusion of peace the shipping trade generally continued active," says Mr. Ito, "but this was mainly an abnormal condition attending a period of transition."

"In other words, the temporary activity was due to the fact that the world's tonnage had not yet been in excess of the demand, extra tonnage being needed for the relief of devastated economic life in Europe and for the transport of troops and war supplies. Of late, however, the shipping market has become weaker, and this is due to several reasons. While the progress of the task of rehabilitating and reconstructing Europe is very slow, the great depreciation of the pound sterling has reduced purchasing power generally. Central Europe is still unable to import raw materials which constitutes the primary source of industrial rehabilitation."

"On the other hand, the tonnage of America and Great Britain, especially the former, has gradually increased. From the standpoint of her national policy America has devoted much attention to the carrying trade in the Pacific and the Atlantic, and as a result, her activities have brought considerable pressure to bear on the shipping trade of other countries. These factors have tended to depress the shipping market."

PRICE OF SHIPS HIGH.

"The ships built during or after the war carry high value. For a time in Japan during the war the price of ships stood at no less than Y1,000 per ton, and even now the quotations range from Y300 to Y350. In the other Powers the figure is much lower. Last year the British Government sold about 1,400,000 tons gross of standardized ships at about \$53 10s. per ton on an average. It will be seen that the price is considerably lower than even the price now quoted in this country. In America the price is about \$200. This may seem rather high in the light of the present quotations in Japan, but the American ships are free from taxes, and their owners have a great advantage over Japanese rivals."

"What should be emphasized most is the question of wages. It used to be said that Japanese ships could successfully compete with foreign vessels because of the low wages which Japanese crews received, but this is now a thing of the past."

"The monthly wages of the crew of a steamer of about 10,000 tons amount to about Y5,000 in the case of British vessels, while an American ship of similar size requires about Y12,000. In Japan the wages have increased beyond the figure of a British crew, and in some cases approximately to that of an American crew. This increase of wages is a serious obstacle to the development of the country's carrying trade. Besides, there has been a great advance in the price of coal, the present quotation in London standing at 27 15s. per ton."

FARE REMOVED FROM ATLANTIC TRADE.

"Another great disadvantage of Japanese shipowners is that they are far removed from the central market for the Atlantic trade, and consequently have few opportunities to turn their ships to good account. This disability is now accentuated owing to adverse exchange relations."

"It is considered unlikely that materials and other bulk cargo which are usually carried by tramp steamers will show any appreciable increase unless industrial and commercial conditions in Europe are restored to normal. Failing the occurrence of some specially favourable circumstances, the shipping market in Japan will continue unsettled and abnormal for some time to come."

"The best protection for the shipowners under such circumstances is an increase of freight rates. It is true that European freight rates are now being raised, but this is only a passive increase—that is, it is designed to cover the increase in working expenses. To increase freight rates to offset the rise in wages, the price of coal, and other expenses is at once absolutely necessary and proper. If at this moment we impose artificial restrictions on the freight tariff, not only will the foundation of our regular shipping service be undermined, but tramp steamers will be placed in a difficult position. As a result of such a state of affairs, the Japanese shipowners may be eventually compelled to sell their ships to foreign countries. This means the impoverishment of the country from the nautical point of view, and the matter deserves careful attention on the part of the authorities as well as of the shipping men."

authority and to produce a state of unrest of which they fondly hoped to be able to take advantage to further their own nefarious schemes. It is clear, in fact, we have the most conclusive proof—that the agitation was not willingly given but the result of forceful intimidation, against which unhappily, so far few Chinese can hold out. Support of the agitation can hold only be attributed to a measure to the hope of a section of the Chinese Community that, by agitating they would escape payment, or at least secure some reduction in the amount of the rates properly payable by them, as their quota to the cost of the administration of the Settlement. The agitation cost the Community a substantial sum, which will, of course, fall upon the rates, of which those who supported the agitation will have to pay their due proportion, and it is to be hoped that when they realize this and realize the futility of opposition to the rates they may take a saner view of things and avoid any further unpleasantness. With the question of representation I shall have occasion to deal when addressing you in connection with Resolution VIII.

WITH THE CHINESE IN FRANCE.

A CHAT WITH MR. J. W. H. GULSTON.

A reporter of the Daily Press had a brief chat yesterday with Mr. F. W. H. Gulston, of Nanking. Mr. Gulston arrived in the Colony yesterday on the French steamer Sierra Ventana, formerly a N.D.L. boat, but now the property of the French Government. He was one of those engaged by the Y.M.C.A. to work among the British and Belgian sections of the Chinese labourers in France, and has spent the past 18 months in this interesting occupation. He is now returning to China with the last batch of Chinese engaged by the British and Belgian Governments. There are, of course, a good number of Chinese still in France, but these are all under the authority of the French Government. Mr. Gulston said that the voyage of the Sierra Ventana was not altogether devoid of excitement. On board there were 50 French employes for Indo-China, also 300 Annamese soldiers and about 100 French and Madagascan troops, and 1,700 Chinese who were being repatriated. Of the Chinese, 120 are Cantonese, and these are being dropped in Hongkong, and the remainder are being taken on to Peking. After the steamer had left Colombo, a serious row developed between the Cantonese, and five of them were injured, one fatally. The murderer of his fellow-labourer, being an old offender, was tried under military law at Saigon, and was guillotined. At Saigon, the Chinese went into camp, and 30 or more escaped. In passing, he mentioned that most of the Chinese had been guilty of minor or more serious offences in France, and they were being sent back before the completion of their contract, under a strict guard of soldiers.

Mr. Gulston told our reporter that China owed a great debt to the Y.M.C.A. for the work which had been done in the British and Belgian sections.

And the French? queried the reporter. Mr. Gulston said he did not wish to draw comparisons between the manner in which the French and the British treated the Chinese labourers. This he would admit, improve the moral and spiritual welfare of the British had done. They would not have any such work as was taken in hand by the Y.M.C.A. of Britain and America, and they let the Chinese under their authority do as they liked. The result was that there were a number of misdemeanours, for which the culprits were given the lash, and the average Chinese labourer who worked under the French was glad to be repatriated.

"But these misdemeanours took place under the British also."

"To a certain extent only. The British kept a firmer controlling hand on the labourers, and there was no denying the fact that the work of the Y.M.C.A. among those labourers employed by the British had a most beneficial effect on their morals."

"I take it they were paid the same, whether they were under the British or the French?"

"No; the British gave them one franc a day, but found them food and clothing, as well as sleeping places, just like the soldiers. The French paid them from five to fifteen francs a day, according to the degree of their skill, but they had to find their own board and their own clothes. The labourers under France had pretty well to spend the difference in salary in finding food and clothes, and if they had more money to spend, they did so on wine and women, thereby doing no good to themselves."

"Have not these misdemeanours been somewhat exaggerated?"

"I should like to say so, but it is not possible for me to do so, because I worked only in the British section, and know little of the French section excepting what I was told."

"Was the experiment of taking Chinese labourers to France a failure?"

"All I can say is that the result was satisfactory from the view-point of the behaviour of the Chinese, but there is always a class of person who is open to making a Court, if called upon to do so. The American Y.M.C.A. has issued a booklet, which shows that the results of the experiment were very successful. One thing I will admit, however, and that is that the morals of the Chinese have not been improved by what they saw in France and Belgium, and he who went to Europe will never have that same feeling of respect for the European which he would have had if he had remained in China. It is doubtful whether a situation will ever again arise which will call for the sending of Chinese labourers to Europe. I hope it will not. But the Chinese Government could not send troops, and as they had to show their sympathy with the Allies in a tangible way, they had to send labourers. And they were mostly of the bandit class, to whom the lack of restraint which they were able to exercise in Europe cannot but be harmful."

"About the marriage of Chinese to French girls. At one time the French Government issued a warning to French girls not to marry Chinese?"

"I cannot tell you much about that, because in the British section we did not allow those marriages, that is, when we came to hear of them. I did hear of three or four cases of eligible Chinese, like inter-preters, wanting to marry good French girls, and the girls were willing to be married if they could be sure of the condition of the new life they would be entering into, but nothing came of these cases to my knowledge. On the French section, the men were at liberty to do as they liked, there were marriages, but the marriage vow meant nothing to the Chinese."

"I take it you disapprove of these marriages?"

"Thoroughly, and on every ground. They should never be allowed. We all know that European girls married and not married Chinese girls, but a European girl should never marry a Chinese. They are not equal; there is neither religion nor moral worth binding them. The girl is merely a vessel, a concubine, an article."

(Continued at foot of next column.)

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78

The New World

We have had several new worlds. The Jews call this year 5690; Christians, with a new world, call it 1920; the Mohammedans, dating from Mohammed's flight, say it is 1307; and, in England, the Lloyd Georgeites consider the new world really began on January 10th, when the Peace Treaty was ratified, so with them this should be the year One!

But the question still remains, Is it really a new world, or the same old world, with the same trials and difficulties, the same good patches and bad, the same hopes—not always fully realised. Human nature—whether in peaceful South Africa or turbulent Mexico—is alike in this: it is always hopeful. The poor hope for better times, the unfortunate for better luck, and the sick and suffering for better health. It is not enough, however, to hope without endeavouring, at the same time, to achieve our object.

The men and women who can't eat without distressing pains to follow, the constant sufferers from flatulence, acidity, headaches, biliousness and constipation, cannot even hope for better health unless they take reasonable steps to rid themselves of their digestive troubles. A short course of the well-tried and widely recommended remedy, Mother Seigel's Syrup, will do them more good than all the mere hopes in which they may indulge.

Mother Seigel's Syrup has made it seem like a new and happier world to untold thousands of former sufferers throughout the British Empire. It has sufferers who still hope after many remedies had been tried in vain—that there was just one remedy which could restore their health and maintain it. Mother Seigel's Syrup has not disappointed the many thousands of people who use it and praise it daily.

For fifty years, in hot weather and cold, in busy towns and little households far from the reach of medical aid, Mother Seigel's Syrup has proved its value in disorders. As a stomach and liver tonic, its record is unapproached. If you have lost your appetite and relish for food, if your head is dull and heavy, your tongue furred, your bowels constipated, and you have no energy, no interest or ambition, if you can't eat without pain to follow, or without being bilious, your digestive organs are out of order. They have lost their tone and strength. Mother Seigel's Syrup will speedily put them right. It contains medicinal extracts of more than ten different roots, barks and leaves, which in combination possess in a remarkable degree the power of toning and strengthening the organs of digestion so that they can do their work easily, naturally and efficiently.

In this way the Syrup banishes digestive disorders and helps to keep you well. Try it yourself and enter a new world of health and happiness.

It is a pity that so many people are not acquainted with Mother Seigel's Syrup. They are not equal; there is neither religion nor moral worth binding them. The girl is merely a vessel, a concubine, an article."

(Continued at foot of next column.)

CORRESPONDENCE.
THE STRIKE.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—It may be confidently stated that the average resident is tired of the present method of handling the strike, which only results in its becoming more wide-spread.

May I suggest that the amount of increase of pay which is fair and just to the various grades of men in the various Companies concerned be ascertained, as soon as possible, by the prompt appointment by the Government of three Commissioners (under Ordinance 13 of 1888) consisting of a Judge of the Supreme Council, an Accountant, and a Chinese member, for the purpose of considering and reporting early on the question!

When we have got that report we shall be working in the light instead of in the dark, and shall be able to judge for ourselves as to the reasonableness of the men's demands.—Yours faithfully,

H. E. POLLOCK.

Princes Buildings, April 16th, 1920.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—The advent of strikes in Hongkong is yet another instance of the westernization that is proceeding in the Far East. The handling of the strike is also following the most approved British methods and it is this fact that prompts me to make a few observations on the situation.

The men ask for 40 per cent. increase of wages on account of the increased cost of living and the employers offer somewhere about 25 per cent. and then seem to expect negotiations to commence to determine what portion of the difference of 15 per cent. shall be borne by the respective parties. This is the European plan in *excellent*, but conditions, mental and physical, are so different in Hongkong that it would be well to put aside all preconceived notions of strike-settling and start afresh.

No one disputes that the price of living has gone up in Hongkong. As far as I can gather, there has been no corresponding increase in wages. If the employers had awarded an increase of, say, 25 per cent. to their men three months ago, as an act of grace, probably the present situation would never have arisen.

However, the problem now is to end the strike swiftly and satisfactorily. There are three methods by which this can be done, and however long it lasts, it must eventually be settled in one of these ways.

(1) By the employers conceding the men's terms.

(2) By the men accepting the employers' terms.

(3) By a compromise.

It is argued that the increased cost of living is not equal to the 40 per cent. demanded. Well, here is an opportunity for employers to show a little magnanimity. Perhaps the apogee of high prices has not been reached yet. It is a new experience to meet with a strike in China, so why not try a new remedy, and instead of letting increased wages lag behind increased cost of living put the wage in advance of the living costs. The men would work with a better will if they felt that their employers had their welfare at heart. Shareholders wouldn't suffer in the long run. Nothing is so detrimental to dividends as frequent and protracted strikes.

Let it be thoroughly realized that the strike has to be settled sooner or later; that every day it lasts money is being lost by everybody directly and indirectly connected with it; that it is the duty and the privilege of the strong to assist those less fortunately placed; that concessions granted now could not be interpreted as weakness, but resistance to just demands entails a prolonged struggle with possibly the same ultimate result, and with after effects that none can gauge.

Expediency then, if not equity, surely calls for a settlement forthwith on generous lines as the hands of the employers.—Yours truly,

JAM SATIS.

Hongkong, 16th April, 1920.

AN APPEAL.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—May I through your columns announce to any whom it may concern, and especially to the congregation of St. John's Cathedral, that special collections will be made at the morning and evening services on Sunday next on behalf of the dependents of the two Chinese workmen who while building the Church Hall, were killed last week by the landslide. There is no "Employees' Liability Act" in force here, but I am told that Chinese contractors usually give about \$30 compensation for the life of a man.

I need not say that a Christian congregation will desire to act upon a very different standard—I am, yours, etc.,

G. H. VICTORIA (Hongkong).

St. Paul's College, Hongkong.

April 16th, 1920.

INCREASED THEATRE CHARGES.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—I see in this morning's edition of the *Hongkong Daily Press* that Miss Tempest has taken in Shanghai the advice that I tendered to her in the columns of your paper whilst she was here, and has brought down the prices of admission at the theatre to the ordinary level.

In my letter I stated that once prices go up it is seldom that they come down. This is proved by the advertisements of "The Denniston Players," who are charging \$4, \$3 and \$1 instead of the usual \$3, \$2 and \$1. We cheerfully paid \$4 for the Russian Grand Opera because one always has to pay more for Grand Opera than for ordinary plays. The Companies are necessarily larger, the vocal training of the artists and all expenses generally are heavier. But I fail to see why Reynolds Denniston, Ltd., should charge \$4, and I hope Hongkong will set its face against this raising of prices. It is not justified, and if the community generally only decline to pay we shall soon see normal prices, once again. The Paris taxicab strike for higher fares was broken by the patrons walking or staying at home, and the taxicab drivers are not starving.

We only get emasculated editions of plays here, and \$3 is quite enough to pay for them.—Yours faithfully,

UBIQUE.

Hongkong, April 16th, 1920.

SPORT.

TENNIS.

HONGKONG C.C. TOURNAMENT.

Yesterday's results were as follows:—
HANDICAP SINGLES "A"—Major Greenaway (owes 15/3) beat G. Miskin (reco. 5/8), 6-2, 6-4; F. A. Redmond (owes 15/3) beat Capt. Murray (owes 4/8), 6-4, 8-6.

CRICKET.

CIVIL SERVICE "A" v. I.R.C. "A."

The following will represent the Civil Service in the home match against the Indian Recreation Club "A" team to-day at 2 p.m.:—R. T. Taylor (captain), F. Bacon, F. S. Burden, E. T. Crocker, A. R. Dunne, E. C. Fincher, S. Hamer, G. H. Haskett, V. M. Hast, G. T. Knight, and H. W. Sandford.

CIVIL SERVICE v. INDIAN R.C.

The following will represent the Civil Service C.C. against the Indian Recreation Club, on the latter's ground to-day at 2 p.m.:—R. O. Hutcheon (captain), R. E. O. Bird, A. E. Wood, H. E. Strange, B. W. Bradbury, C. Sara, E. Fincher, W. Grimmett, W. Connor, H. Rhodes, and W. H. Edmonds.

FOOTBALL.

ARMY v. NAVY.

The following have been selected to represent the Army against the Navy on the Club ground, to-day at 4.30 p.m.:—Dr. Green, Wilts; Gr. Frampton, R.G.A. and Corp. Hopper, R.A.S.C., Corp. Gorton, Wilts; Gr. Henwood, R.G.A. and Lieut. Donovan, R.G.A.; Pte. Walker, Wilts. Br. Watson, R.G.A., Corp. Menham, Wilts, Sergt. Townsend, R.E. (capt.), and Pte. Amor, Wilts.

ST. STEPHEN'S COLLEGE SPORTS.

FURTHER RESULTS.

The following are the results of the outstanding events from Thursday's sports, which were completed yesterday morning on the University ground:—

JUNIOR LONG JUMP.—1, Ma Hin Lee; 2, Wong Kam Thong; 3, Yeung Tao Lun.

SENIOR LONG JUMP.—1, Chin Hon Chuen; 2, Hung Hui Chang; 3, Pan Hin Kwong.

JUNIOR HIGH JUMP.—1, Yeung Tao Lun; 2, Ma Hin Lee.

SENIOR HIGH JUMP.—1, Pan Hin Kwong; 2, Mak Kwok Ping; 3, Hung Hui Chang.

JUNIOR HURDLES.—1, Wong Boon Hin; 2, Ma Hin Lee; 3, Lam Chong Kuo.

SENIOR HURDLES.—1, Chin Hon Chuen; 2, Pan Hin Kwong; 3, Hung Hui Chang.

SENIOR CHAMPIONSHIP.—Chiu Hon Chuen (64 points).

HURDLES UP.—Hung Hui Chang (19 points).

JUNIOR CHAMPIONSHIP.—Wong Boon Hin (23 points).

HURDLES UP.—Ma Hin Lee (14 points).

CHIN HUI CHANG'S long jump was a College record, 18' 2".

THE SILVER LINING.

You may cuss about the crowd in Piccadilly,
You may tremble at the traffic in the Strand,
You may look in vain for pity from the bus-men in the City
And the Euston Road's unsafe, I understand,
Oh! desperate and dreadful are the dangers
That make the London life a heavy load,
But experience discloses it's a perfect bed of roses
To the lot of him who walks down Garden Road.

There are dozens of delightful Hakka ladies
Who carry earth in baskets on a pole;
There's a gang of the unruly bamboo-carrying type of coolie,
By St. John's, too, someone's dug "a better ole."
But, besides these multifarious corrigenda
There's a danger that's more terrible by far
In the not-at-all-earthy take-a-chance-and-damn-the-traffic
Gasoline-cruding booting motor-car.

But to-day a ray of hope is dawning
On the winter of my previous discontent.
I have recently been hearing of a rumour that is cheering,
If it's true, oh, what a blessing has been sent!
For they say that all the chauffeurs will be striking,
A statement that to poor men's ears is sweet:
For if they put up the shutters we can leave our usual gutters
And walk once more in safety in the street.

E. W. H.

MINISTERING CHILDREN'S LEAGUE.

MEETING AT GOVERNMENT HOUSE.

NAME CHANGED TO HONGKONG LADIES GUILD.

A meeting of the Branch Secretaries of the Ministering Children's League was held at Government House yesterday afternoon. There were 18 ladies present, and, after tea, Lady Stubbs, who presided, addressed the meeting as follows:—

Mrs. Gurner, ladies, I have asked you to meet me here to-day to discuss the working of the Ministering Children's League. Before doing so, I want to bid you welcome here, and to say that I hope this meeting will be the first of many pleasant associations, and that we shall all work together in harmony during my residence in the Colony.

I have been looking through the old minute book, and reading about the splendid work done here by the Ministering Children's League, in which Lady May worked so wholeheartedly, and am full of admiration for the amount of work embraced by the League. Lady May herself told me a great deal about it, and I do not want her to be disappointed in the way it is carried on.

Before going further, I would like to suggest one or two alterations for your consideration. The Society has grown so much in past years, and there are so many ladies working in it, and so many charities included in the scheme of work, that the name strikes me as somewhat misleading. The children taking part in the work have decreased in numbers very much. I would suggest, therefore, that in future we should be called the

"HONGKONG LADIES' GUILD" and work for the M.C.L. and other Orphan and public funds.

I see that, in your last bazaar, at which such a splendid sum of money was raised, you were able to assist a very large number of local funds, as well as several Societies in England. I dare say the Committee will wish to vary these from year to year, but, apart from this point, which will come up later, I feel that the time has come for a new name, and that the "Hongkong Ladies Guild" would include any form of work which the ladies might desire to undertake in the future, and be a more correct description of what really exists.

I shall be very sorry if the Ministering Children's League part of the work is given up; on the contrary, I want it to be encouraged in each centre as a branch of the "Hongkong Ladies Guild."

This proposal by Lady Stubbs was discussed by those present, and when put to the meeting, was carried unanimously.

We next decided, on the suggestion of Lady Stubbs, that the annual bazaar should, this year, make place for a garden fête to be held in the grounds of Government House. The arrangements for this were left till a later date.

In terminating the meeting, Lady Stubbs reminded the ladies how severely all local charities had suffered during the war, and expressed the hope that they would co-operate in the good work of assisting these charities, to the utmost extent of their ability. Lady Stubbs also expressed the Committee's deep sense of gratitude to Mrs. Gurner, the Acting President, for all the hard work she had undertaken and carried out during the past year and more.

THIEF JUMPS INTO THE SEA.

IMPRISONMENT FOLLOWS.

RESCUE.

A Chinese, in attempting to escape arrest for stealing a quantity of canvas from the *Bermah-maru*, jumped into the sea. He was followed by a Japanese sailor and a police man, who not only succeeded in arresting the delinquent, but also recovered the canvas. At the Magistrate's yesterday the man was sentenced to six weeks' hard labour for stealing the canvas.

CRUELTY TO CHILDREN.

CARRYING LOADS UP THE PEAK.

LEGISLATION THE ONLY REMEDY.

An interesting case, connected with the carrying of heavy loads by children up to the Peak, was heard at the Magistracy yesterday, when three women were charged with ill-treating their sons, who were each under 16 years of age, by forcing them to carry loads in a way likely to cause them unnecessary suffering or injury.

Mr. T. H. King, Assistant Superintendent of Police, stated that the facts of the case were that Dr. Aubrey, whilst going down from the Peak on Thursday morning, met defendants with their children carrying baskets filled with lime and earth up to the Peak. Two of the boys, one of whom was crying, were 11 and 13 years of age, respectively. Dr. Aubrey telephoned to the Police who arrested the defendants. Enquiries elicited the information that the women had been engaged by a coolie sub-contractor in Third Street to carry lime, earth and sand up to the Peak at 18 cents a picul. The man had informed the Police that he had been engaged by a contractor, whose address he did not know. The Police tried their best to trace the man, but were unable to do so. The women naturally made their children assist them, as it would increase their earnings. One child was carrying 60 pounds of earth; another, two baskets of lime, while a third carried 32 pounds of lime. He, himself, had tested the weight and from his own experience he thought the loads were too heavy for the children to carry. He did not bring the case before the Courts for the purpose of getting a heavy penalty inflicted on the women. He simply wanted the matter to be made public, so that other coolies would come to know that that sort of thing was not allowed.

Mr. Smith observed that the only thing to be done to stop the practice was to have legislation. The boys were forced to work for their living; otherwise they would have to go hungry.

Mr. King agreed with that view. Dr. Aubrey said that the children were unable to carry such heavy weights. It was bound to do considerable harm to the health of the boys; carrying such weights would either kill the boys or physically incapacitate them for life. It was a disgraceful thing to see little boys carrying such heavy weights.

Mr. Smith said he was in entire agreement with Dr. Aubrey.

Dr. Aubrey drew Mr. Smith's attention to the fact that the weights were handed out by the contractors with the knowledge that little children were going to carry them. The women, therefore, were not altogether responsible. The contractors ought to be fined if they could be traced.

Mr. Smith said he appreciated what Dr. Aubrey had said. Dr. Aubrey was quite justified in bringing the matter before the Court. It seemed to him that it was no good inflicting a hardship on the women because there were a large number of children employed on hard work in factories and other places and the public had no knowledge of it.

Mr. King said if the women were discharged with a caution, they would discuss the matter with other coolies.

Mr. Smith accordingly discharged the women.

TRADE MARKS CASE.

MESSRS. LOXLEY & CO. WITHDRAW SUMMONS.

Mr. H. L. Denny, appeared on behalf of Messrs. Loxley & Co., at the Magistracy, yesterday, and applied for the withdrawal of the summons against two Chinese firms, who were charged with contravening the Trade Marks Ordinance by falsely using a certain mark belonging to Messrs. Loxley & Co.

Mr. Denny stated that the defendant firms had supplied him with all the information as to where they had obtained the goods, bearing the false trade mark, and also the source of its distribution. Apparently certain of the goods had passed through an auctioneer's hands before the defendants came into possession, and he did not wish to press the charge. Defendants had further signed an undertaking not to sell such goods again, and had apologized for the infringement, and he had accordingly withdrawn the summons.

They consented to hand over four cases of the soap which had been seized and which bore the false trade mark. He asked the Magistrate to withdraw the case and make an order for the handing over of the goods.

Mr. Smith said he could withdraw the case but he could not make an order for the handing over of the goods.

The case was then withdrawn.

When the appetite is touchy!

When summer days grow torrid and appetite lags—when you're finicky about food and don't know what to eat—let

HEINZ

of "57" Varieties Fame

add its inviting touch to your menu.

	small	large
Baked Beans with Tomato Sauce	per tin	20 30
Fork and Beans plain	" "	20 30
Vegetarian Beans	" "	20 —
Kidney Beans with Tomato Sauce	" "	20 —
Tomato Ketchup	bot	30
Evaporated Horseradish	" "	25
Sauerkraut	tin	35
Pearl Onions	bot	50
Dill Pickles	tin	35
Sweet Mixed Pickles	bot	45
Sweet Gerkin Pickles	" "	45
India Relish	" "	45
Pea Soup	tin	40
Tomato Soup	" "	20 30
Spaghetti in Tomato	" "	20 30
Strawberry Preserve	bot	80
Pure Malt Vinegar	Quart bot	50

LANE, CRAWFORD & CO.

15

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.

HOTEL MANSIONS,

Top Floor,

HONGKONG.

寶源洋行

NEW MUSIC ALBUMS
VIOLIN PIECES

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JUST ARRIVED

A CONSIGNMENT

SEMI-TRIMMED HATS

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SPRING WEAR.

Inspection appreciated.

NEW ADVERTISEMENTS

GENTLEMAN with long experience in export trade, wishes to open connections for the export of European goods to China and for the import of goods from China to England or the Continent. Advances on goods sent on consignment. Write to C. Heumann, 16, Upper Park Road, London, N.W. 3.

CHINA BORNEO COMPANY, LTD.
(In Liquidation).

NOTICE IS HEREBY GIVEN that a First Dividend, or return of capital at the rate of \$1.20 (Seventeen dollars and fifty cents) Hongkong Currency, per Share, will be paid on and after SATURDAY, the 17th day of April, 1920, to Registered Shareholders upon application to the undersigned at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Building. Share Certificates must be produced for endorsement.

E. A. M. WILLIAMS,
Liquidator.
Hongkong, April 16th, 1920.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM CALCUTTA AND SINGAPORE.

THE Steamship
"YATSHING"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves, delivery may be obtained.

Goods not cleared by April 22nd, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, General Managers.
Hongkong, April 16th, 1920.

NOTICE

THE Interest and Responsibility of Mr. JOHN WYTHE COOPER BONNAR in our Firm ceased on March 31st, 1920.
GIBB, LIVINGSTON & CO.
Hongkong, April 16th, 1920.

LOST

LOST stolen or gone astray in Kowloon one **BULL Bitch**, lemon and white. Answers to the name of Beauty. Finder please return to—
J. M. A. REMEDIOS,
Old Supreme Court Building,
or No. 2, Ormsby Villas, Kowloon.

THE STRIKE

SHOP by Telephone or NOTE. If you find it inconvenient or impracticable to go down town, remember, we are prepared to serve our Customers through the Telephone. We also inform them that we deliver to the Peak three or four times daily, and hope they will take advantage of this during the temporary derangements of the Peak Tramway.
LANE, CRAWFORD & CO.

WANTED

SERVICE3 of NURSE on Peak. Reply stating salary expected under.
Box 745,
Care of "Daily Press" Office.

STENOGRAPHER

STENOGRAPHER Wanted, must be thoroughly trained and efficient. Apply after 5 p.m.
NORTHWEST TRADING CO., LTD.
Hotel Mansions,
Present.

WANTED

A CAPABLE GIRL with a knowledge of simple Bookkeeping who is also a moderately fast Typist.
Reply stating salary required to—
Box 763,
Care of "Daily Press" Office.

WANTED TO RENT

SMALL GODOWN on or near Water front. Immediate possession.
Apply—
Care of "Daily Press" Office.

WANTED

FURNISHED or UNFURNISHED Bedroom with bath in private Family or Mess on SHAMSHAN CANTON.

FRENCH LESSONS

M. MOUSSON,
11, Morning Star Road.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING of the Season will be held at **HAPPY VALLEY**, on SATURDAY, APRIL 17th, commencing at 3.30 p.m.
The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, April 16th, 1920.

HONGKONG SCHOOLS' ATHLETIC SPORTS

THE ANNUAL ATHLETIC SPORTS for the combined HONGKONG SCHOOLS will be held on FRIDAY, APRIL 23rd, at the RACE COURSE. There will be the usual races for Past Pupils, namely, Two Miles Bicycle Race, (Handicap), and Seven Furlongs Flat Race, (Handicap).
The Entrance fee for these two races is 50 Cents, and the names may be given in on the field.

HONGKONG GENERAL CHAMBER OF COMMERCE

NOTICE.
PROPOSED AVIATION CLUB FOR HONGKONG.

A MEETING will be held in connection with the above at the CHAMBER OF COMMERCE ROOM, Chartered Bank Building, on TUESDAY, APRIL 20th, at 5 p.m.
The Meeting is not confined to members of the Chamber and anyone interested in Aviation matters is specially welcome.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, April 16th, 1920.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that these EXAMINATIONS will commence on MONDAY, JULY 12th, 1920.

Forms of application and particulars can be obtained on application to the "Registrar, THE UNIVERSITY, HONGKONG."

Each entry form, duly filled in, must reach the Registrar, together with the fee (Ten dollars, Hongkong Currency) on or before May 3rd, 1920.

The following Scholarships will be awarded on the results of the Matriculation Examination, provided that candidates of sufficient merit offer themselves:
(a) One King Edward VII Scholarship of £10 a year, for five years, tenable in any Faculty. A candidate for this scholarship must be under the age of 21 on July 1st, and must, before the first day of the examination, submit to the Registrar proof that he is a British subject.
(b) One President's Scholarship of four hundred dollars (Peking Currency) for five years, tenable in any Faculty. A candidate for this scholarship must be under the age of 21 on July 1st, and must, before the first day of the examination, submit to the Registrar proof that he is the son of Chinese parents; that he was not born in any British Possession or Protectorate; and that he is not eligible to compete for a King Edward VII Scholarship.

Candidates who secure a King Edward VII or President's Scholarship must enter the University on the day on which the University six session opens and must reside in one of the hostels directly managed by the University.

The examinations will be conducted according to the "Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination 1920."

N. TEESDALE MACKINTOSH,
Registrar.

STEAM LAUNCH FOR SALE

OUTLINE SPECIFICATION.

Length over all ... 55 feet
Breadth extreme ... 11' 1 inch
Depth of Hold ... 8' 6"
Gross Tonnage ... 23.01
Net Tonnage ... 19.87
Cylinders ... 8' & 13"
Strokes ... 9"
Boiler of Steel Bound Horizontal
Multitubular
Diameter of Boiler ... 4' 6"
Length of Boiler ... 8' 2"
Working Pressure ... 120 lbs.
For further Particulars,
Apply—
GORDON & COY.
St. Georges Buildings.

FOR SALE.

ONE COLE AERO-EIGHT PASSENGER TOURING CAR 1918 Model, fitted with wire wheels, complete with spare wheel, Tyre and tube, front bumper, Boyce Motor motor, and onion covers. Any responsible offer accepted.
Apply—
SHEWAN TOMES & CO.
Garage No 7, Russell St. Tel. 659

REPULSE BAY HOTEL.

SATURDAY, APRIL 17th.
TEA DANCE FROM 4 P.M. TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, APRIL 18th.
Orchestral Concerts during Tiffin and Afternoon Tea.

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NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CHAKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 18th April, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, General Managers.
Hongkong, April 16th, 1920.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.
FROM SCANDINAVIA.

THE Motorship
"SIAM"

having arrived from the above ports on the 15th April, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

Consignees will be required to sign General Average Bond and pay General Average Deposits of 10 per cent. of the value of their cargo prior to obtaining delivery.
Goods not cleared by Apr. 22nd, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by **Messrs. THORSEN & Co., Agents.**

Hongkong, April 16th, 1920.

NOTICE TO CONSIGNEES.
SE. "WEST HIKI" VOY. 1.0UT.

FROM LOS ANGELES via JAPAN PORTS and SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Wednesday Morning, April 21st, 1920.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns and all goods remaining undelivered after April 21st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

LOS ANGELES PACIFIC NAVIGATION COMPANY,
As Operators, U.S. Shipping Board,
Hongkong, April 14th, 1920.

NOTICE TO CONSIGNEES.
S.S. "LAKE FARMINGDALE" VOY 1-HOME.

FROM CALCUTTA via RANGOON, PENANG AND SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 18th, at 10 A.M., and April 17th, at 10 A.M.

All Claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Apr. 18th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
As Operators, U.S. Shipping Board,
Hongkong, April 12th, 1920.

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATION

ROBERT PORTER & CO'S

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GUINNESS'

STOUT

PINTS per case of 5 dozen ... \$26.50

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SPLITS per case of 12 dozen ... \$28.00

per dozen ... \$2.35

SOLE AGENTS:

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

Tel. 616

11

BIRTHS

CLARK—At Shanghai, on April 6th, to Mr. and Mrs. O. CLARK, O.M. Custom, a daughter.

FINDLING—At Shanghai, on April 10th, to Mr. and Mrs. H. R. FINDLING, a daughter.

MARRIAGE

FERGUSON-HEAL—At Shanghai, on April 10th, ANDREW JAMES FERGUSON, to DAISY CATHERINE, daughter of J. HEAL, Shanghai.

DEATHS

KYSE—At Southsea, on March 2nd, of double pneumonia, **JAMES WILLIAM NORTON KYSE**, late Colonial Civil Service, aged 64.

McFARLANE—At Shanghai, on April 6th, **JOHN GORDON**, beloved husband of MILDRED MAY McFARLANE, aged 44 years.

HONGKONG OFFICE: 104, DES VUOIS ROAD, C. LONDON OFFICE: 111, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 17th, 1920.

THE NEW ORIENT EXPRESS.

With the Basra-to-Bagdad Railway open to traffic the question of a railway between India and Europe is no longer merely of academic interest. It is, also, possibly to discuss the establishment of railway communication between India and the Far East. In the past such schemes have been regarded as, more or less, visionary, owing to the political difficulties in the way. The war has produced such changes that a railway holds no military terrors for the people of a country through which it passes. It is not only the League of Nations which guarantees the maintenance of railways for economic purposes, but the consensus of responsible opinion in the world, also, looks to the railways and the improvement in other means of communication for the restoration of the economic equilibrium so rudely disturbed by the war. There is no prospect, at least for many years to come, of railways acquiring the significance which they had acquired in the old Russian Empire as a means, first and foremost, of territorial aggression. It was this attitude of the Russian statesmen towards railways that delayed, or rather prevented, the construction of railways in Persia. It also, led to the abandonment of the Bagdad Railway, project by British financiers, as without the continuity which a railway through Persia provided, the Bagdad Railway, in itself, was considered as of no great commercial value. It was shortly before the war, when the Russian concession for building railways had expired and the Persian Majlis showed no willingness to renew it, that the possibility dawned of reviving the India-to-Europe railway project. The Germans, then, had pushed the Bagdad Railway to within a few miles of Mosul, and had been obliged, in view of strong British representations, to look for another site for a terminus on the Persian Gulf in place of Basra. They had selected Koweit, although the Sheikh of Koweit did not seem inclined to believe all the alluring tales the Germans told him of the untold possibilities of prosperity accruing from their railway. British financiers, then, launched the Trans-Persian railway project, and the Persian Government would have given them the concession to carry it out, but Russia intervened. It soon became apparent to the Germans that the Trans-Persian Railway, if completed, would reduce the Bagdad Railway, as it stood on their plans, to the role, practically, of a suburban line. They began negotiations with the Persian Government for building a railway from a point on the Bagdad Railway to Teheran. The negotiations had not advanced far when the war burst upon the world. At the end of the war one finds Mesopotamia equipped with 945 miles of railways, with the Basra to Bagdad line in perfect working order. The Nuski line, in Baluchistan, which Lord Curzon's foresight had provided, has been extended to Nasirabad on the Persian frontier. There remains only the link between Nasirabad and Bagdad to be forged to enable one to enter the train at Calcutta and alight at Calais. Work was proceeding on the repairing of the Bagdad Railway, above Mosul when the Basra line was opened to traffic by Sir GEORGE MACMURDO at the beginning of this year, and the railway between Bushire and Shiraz, which was eventually to be extended to Nasirabad, through Kerman, was nearing completion. A more direct route than via Bushire would be the one via Kerman, Isfahan and Hamadan, provided that it does not irritate the fanaticism of the Ispahanis. The Bushire line would, of course, have to be carried to Basra, via Mohammerah, before through communication could be established between India and Europe. There are, however, none of the obstructive factors present in Persia which, in the past, made railway construction impossible, and it will not be long before the railway which General THESLEY so strongly advocated many years ago is built. The prospects of linking India and Europe by railway are also full of promise. A survey has already been made of a railway between India and Burma, via Ceylon, and, while the estimate of the cost is high, the scheme presents none of the insurmountable engineering problems which its opponents said it contained. As soon as funds can be diverted for the purpose, construction will be taken in hand. With the Indian and Burmese railway systems linked, it will be left for China to decide whether it is to her advantage to forge the last links between Peking and Canton and the western frontier. Judging from the progressive policy now adopted by Siam an alternative route will be available through that country, as the French capitalists in Indo-China are already busy with a railway project which will link up Hanoi and Bangkok, and, according to a French expert, bring Hongkong and Canton within four days of Bangkok. Yunnan, will, thus, be the first town in China—owing to its railway connection with Hanoi—to have direct communication with Bangkok, Burma, India, Persia, Turkey and Europe. It is impossible to exaggerate the advantages which the people of Yunnan will derive from having the markets of the world thrown open to them. There is no reason why the rest of China should not be placed in a position as advantageous as that which the Yunnanese will occupy when the French and Siamese railway schemes are carried out. The route through Indo-China and Siam is by no means so direct as China can provide. The French railway skirts the whole of the Annamese Coast and traverses the whole of Indo-China before reaching the Siamese frontier, and the Siamese railway also follows rather a circuitous route. China, on the contrary, can provide a direct route from Canton, through Yunnan, to the European frontier. Of all schemes for railway construction one, furnishing China with means of easy communication with the richest countries in Asia and the whole of Europe comes first. Given a stable government, there is no other project which will help the Chinese people so efficaciously in the development of their country as this railway which would bring the richest markets of the world to their doors.

in itself, was considered as of no great commercial value. It was shortly before the war, when the Russian concession for building railways had expired and the Persian Majlis showed no willingness to renew it, that the possibility dawned of reviving the India-to-Europe railway project. The Germans, then, had pushed the Bagdad Railway to within a few miles of Mosul, and had been obliged, in view of strong British representations, to look for another site for a terminus on the Persian Gulf in place of Basra. They had selected Koweit, although the Sheikh of Koweit did not seem inclined to believe all the alluring tales the Germans told him of the untold possibilities of prosperity accruing from their railway. British financiers, then, launched the Trans-Persian railway project, and the Persian Government would have given them the concession to carry it out, but Russia intervened. It soon became apparent to the Germans that the Trans-Persian Railway, if completed, would reduce the Bagdad Railway, as it stood on their plans, to the role, practically, of a suburban line. They began negotiations with the Persian Government for building a railway from a point on the Bagdad Railway to Teheran. The negotiations had not advanced far when the war burst upon the world. At the end of the war one finds Mesopotamia equipped with 945 miles of railways, with the Basra to Bagdad line in perfect working order. The Nuski line, in Baluchistan, which Lord Curzon's foresight had provided, has been extended to Nasirabad on the Persian frontier. There remains only the link between Nasirabad and Bagdad to be forged to enable one to enter the train at Calcutta and alight at Calais. Work was proceeding on the repairing of the Bagdad Railway, above Mosul when the Basra line was opened to traffic by Sir GEORGE MACMURDO at the beginning of this year, and the railway between Bushire and Shiraz, which was eventually to be extended to Nasirabad, through Kerman, was nearing completion. A more direct route than via Bushire would be the one via Kerman, Isfahan and Hamadan, provided that it does not irritate the fanaticism of the Ispahanis. The Bushire line would, of course, have to be carried to Basra, via Mohammerah, before through communication could be established between India and Europe. There are, however, none of the obstructive factors present in Persia which, in the past, made railway construction impossible, and it will not be long before the railway which General THESLEY so strongly advocated many years ago is built. The prospects of linking India and Europe by railway are also full of promise. A survey has already been made of a railway between India and Burma, via Ceylon, and, while the estimate of the cost is high, the scheme presents none of the insurmountable engineering problems which its opponents said it contained. As soon as funds can be diverted for the purpose, construction will be taken in hand. With the Indian and Burmese railway systems linked, it will be left for China to decide whether it is to her advantage to forge the last links between Peking and Canton and the western frontier. Judging from the progressive policy now adopted by Siam an alternative route will be available through that country, as the French capitalists in Indo-China are already busy with a railway project which will link up Hanoi and Bangkok, and, according to a French expert, bring Hongkong and Canton within four days of Bangkok. Yunnan, will, thus, be the first town in China—owing to its railway connection with Hanoi—to have direct communication with Bangkok, Burma, India, Persia, Turkey and Europe. It is impossible to exaggerate the advantages which the people of Yunnan will derive from having the markets of the world thrown open to them. There is no reason why the rest of China should not be placed in a position as advantageous as that which the Yunnanese will occupy when the French and Siamese railway schemes are carried out. The route through Indo-China and Siam is by no means so direct as China can provide. The French railway skirts the whole of the Annamese Coast and traverses the whole of Indo-China before reaching the Siamese frontier, and the Siamese railway also follows rather a circuitous route. China, on the contrary, can provide a direct route from Canton, through Yunnan, to the European frontier. Of all schemes for railway construction one, furnishing China with means of easy communication with the richest countries in Asia and the whole of Europe comes first. Given a stable government, there is no other project which will help the Chinese people so efficaciously in the development of their country as this railway which would bring the richest markets of the world to their doors.

The Bishop of Victoria (Hongkong) will preach in St. John's Cathedral to-morrow evening.

The China Borneo Co., Ltd. (in liquidation) announce a first dividend, or return of capital, at the rate of \$17.50 per share.

One case (one death) of cerebro-spinal fever, one case of diphtheria and one case of small-pox were reported in the Colony on Thursday.

Inspector Brazil and family, Inspector Angus and family and Sergeant Ingham, and Mrs. Ingham leave on a holiday to-morrow by the Aika.

The total output of the Kailan Mining Administration's mines for the week ending April 3rd, amounted to 86,915 tons and the sales to 78,975 tons.

As a result of a ricksha colliding with motor-car No. 178, in Queen's Road, a passenger sustained rather serious injuries. The ricksha was reduced to match wood.

At a meeting of shareholders of the Shanghai Cotton Manufacturing Co. last week a resolution to voluntarily wind up the company was carried by 24,063 against 3,812 votes.

Mr. C. Montague Ede, general manager of the Union Insurance Society of Canton, Ltd., left England by the s.s. *Taipei* for Hongkong on the 10th inst. and may be expected here on or about May 16th.

The Hongkong Gymkhana Club hold their second Gymkhana of the season at the race course at Happy Valley, this afternoon, commencing at 3.30. The Dragon Motor Car Co. advertise a service of motor cars to the Races.

An Indian watchman has reported to the Police that while he was sitting outside the verandah of a godown in Kennedy Town yesterday morning he was attacked by five men, who, after binding him, stole an overcoat, some money and a bunch of keys.

There will be a "Musical" at the Helena May Institute on the 28th inst., to members and their friends. Tea will be served at a nominal charge between 4 and 5 o'clock. Members are kindly requested to book their tables in advance, through the Matron.

The American Consul-General, Mr. George E. Anderson, sails on the s.s. *Columbia* on the 21st of this month for a stay of from four and a half to five months in the United States. During his leave of absence the Consul-General will be in the charge of Mr. Leighton Hope, senior Vice-Consul.

An armed robbery is reported to have taken place at 486 Reclamation Street, yesterday morning, when a number of men, two of whom were armed with knives, attacked the inmates and stole a quantity of jewellery and clothing. One man was arrested subsequently and the majority of the clothing recovered.

Among residents departing by the P. & O. steamer *Khiva* to-day, on leave, are Mr. L. P. Perkins, First Assistant Director of Public Works; Mr. C. D. Wilkinson, Mr. H. B. L. Dowbiggin and Mrs. Dowbiggin, and Mr. S. H. Dutton, Mrs. A. G. M. Fletcher, Mr. A. M. Stark, Miss Filkins and Miss Skinner also leave by the same steamer to-day.

Chief Revenue Officer Wildin has been successful in discovering 230 pounds of raw opium, which were concealed in some baskets of onions and were being taken away in a junk. A woman, arrested in connection with the drug, took the Police to the Tung Shing firm, who, she said, engaged her to take the onions. The master of the firm was found to have absconded.

The *N. C. Daily News* writes of the recent departure of Sir Haviland de Saumarez, Judge of H.B.M.'s Supreme Court for China, as bringing to a close a long and useful public career, the value of which, to the legal and business worlds in particular, has been much enhanced by what he has been able to accomplish in Shanghai. Sir Haviland has been exactly 15 years in Shanghai.

After 34 years of business in China, and all but one spent in Shanghai, Mr. H. A. J. Macray has left to continue his work in London, where he will join the Board of Directors of Messrs. Dodwell & Co., Mr. Macray first came to China in 1883, joining the firm of Adamson, Bell & Co. at Foochow. A year later he went to Shanghai with the same firm, remaining with it when the company was changed to Dodwell, Carhill & Co. in 1891, and Dodwell & Co. in 1899.

Mr. J. W. Norton-Kyshe, formerly of the Colonial Civil Service, whose death is announced as having occurred at Southsea, from double pneumonia, on March 2nd, was formerly Registrar of the Supreme Court of Hongkong, and has been on the pension list since May, 1904, drawing an annual pension of \$1,825.67. As the author of a most interesting and valuable work on the "History of the Laws and Courts of

CABLES.

LATEST CABLES.

[THROUGH ROUTE'S AGENCY.]

DIVORCE REFORM.

RESOLUTION IN PARLIAMENT.

London, April 15th.

In the House of Commons, Mr. Rendall moved a resolution in favour of legislation embodying the Majority Report of the Divorce Commissioners, recommending "five new grounds for divorce, namely, desertion, persistent cruelty, drunkenness, incurable insanity and life imprisonment. Mr. Ronald McNeill's amendment, favouring sexual equality in divorce and opposing changes in the law impairing the permanence of marriage, was carried by 134 votes to 91.

Lady Astor opposed the resolution.

UNREST IN IRELAND.

GENERAL STRIKE TO BE

DECLARED OFF.

London, April 14th.

There has been a general strike in Nationalist Ireland since April 13th in support of the demand for the release of Sinn Féin prisoners who are hunger-striking in Mountjoy Gaol, Dublin.

The Lord Mayor announced, to-day, to crowds outside the gaol that Lord French had stated that all prisoners whose lives were endangered would be released. The general strike will be declared off to-night. A plain-clothes policeman was shot dead in Dublin Street to-day.

EARLIER CABLES.

GOVERNMENT POLICY UPHOLD.

London, April 13th.

In the House of Commons, replying to Mr. J. R. Clynes, Mr. Bonar Law emphasised that the conditions in Ireland, where murder was rife, necessitated arrests on suspicion in order to protect the people's lives. The Government felt it their duty to continue the practice (Obbers), but this would be futile if the men were released because they refused food. (Cheers.) Suicides in these circumstances were very deplorable, but to give the impression that political action in the House or Commons might alter the decision of the Government was likely to increase the danger.

MILITARY AT MOUNTJOY REINFORCED.

London, April 13th.

Owing to the swelling crowd at Mountjoy, Dublin, the Military were reinforced by three tanks and several armoured cars. Barbed wire has been erected.

THE PROGRESS OF THE STRIKE.

In the House of Commons, before the adjournment, the Irish Attorney-General stated that the general strike was substantially operative in the South and the West but not in the North of Ireland. The railways in the West and the South were not working, but a practically normal service was being maintained on the Great Northern Railway.

A substantial number of post offices had struck, but a number of post offices in Dublin were working. Ordinary business in Dublin was held up. A great many hotels and shops were closed.

He hoped that the evening's debate would clear the air, tending to bring to an end the drifting trouble. The Irish Government was most anxious about the situation.

A DOWNING STREET ANNOUNCEMENT.

London, April 14th.

A Downing Street communique says that the Irish Government does not intend to release the prisoners unconditionally. Any requiring medical treatment outside a prison will be released on parole, for a specified period in each case.

Another policeman and sergeant of the constabulary were found shot dead at the police depot in Phoenix Park to-day.

HUNGER-STRIKERS RELEASED.

London, April 12th.

Yesterday evening, 56 hunger-strikers were released and conveyed to hospital. Twenty-four will be released to-day.

A SERIOUS STRIKE SITUATION.

London, April 13th.

The strike stoppage in Ireland is more serious than anticipated. Instead of for one day, it will continue all the prisoners are released. The railway and other transport are practically at a standstill. The streets of Dublin are crowded with idlers.

A procession of a thousand postmen closed the doors of the Post Office, and prevented its being re-opened. They did not interfere with the telegraphs.

The Trade Unions in Belfast and the North of Ireland ignored the order to strike.

AMELIORATIVE TREATMENT.

In the House of Commons, replying to Mr. T. P. O'Connor, Mr. Bonar Law announced that the Irish Government had decided that persons arrested or detained by order of the military authority would in future be given ameliorative treatment from the date of their arrest. Until they were convicted, they would be treated entirely differently from the convicted and untried prisoners.

AUSTRIAN AND BULGARIAN TREATIES.

DEBATE IN THE HOUSE OF COMMONS.

London, April 14th.

In the House of Commons, moving the second reading of the Bill carrying into effect the Austrian and Bulgarian Treaties, Mr. Cecil Harmsworth emphasised the difficulties as regards Austria, owing to the break-up.

He claimed that the Treaty was in some respects lenient, even indulgent. The shrinkage of the Austrian Empire was due to the fact that many nationalities desired to secede. The principle of self-determination had not been greatly violated. Although the German population, numbering 250,000, in the Tyrol, had been included within the new frontier of Italy, this was due to the principle of strategic necessity.

The situation on the Jugo-Slav frontier was, at the present moment, too delicate for profitable discussion.

The Conference had gone to the greatest trouble in providing for the Austrian coal interests.

As regards reparation, he said that since the Armistice, the Allies had acted with unparalleled magnanimity towards their ex-enemies.

He did not believe that the indemnity demanded from Bulgaria was excessive, or the methods of exaction embarrassing. The most important article of the Treaty was that giving Bulgaria access to the Aegean which Article had not yet been definitely settled.

BULGARIA LENIENTLY DEATH WITH.

Mr. Asquith said that no state in Europe had less justification for joining the Central Powers than Bulgaria. At the most critical moment of the war, Bulgaria bore the heavy responsibility of the prolongation of the war. Therefore, the Powers generally had not dealt harshly with her.

He sounded a note of warning against the risk of the Balkanisation of Austria. He criticised the absence of provision for commercial intercourse between the new States, and said that it was all important that we should create economic unity.

He urged that the Reparation Committee should carefully and promptly define the amount payable by Austria. The Allies should insist on the disarmament of the new States, with a view to safeguarding the peace of Eastern Europe.

SMALL EUROPEAN STATES ARMING.

Mr. Bonar Law, replying to the debate, agreed that it was deplorable the way the small States were arming, but they were independent States, and any attempt to limit their armaments would not be tolerated. He admitted that without limitation of armaments, the war would largely have been fought in vain. The League of Nations embodied these Treaties, and it was the duty of the Government to do its utmost to make the League effective.

The Bill passed its second reading by 188 votes to 34.

LEAGUE OF NATIONS.

ANOTHER APPEAL ISSUED AT HOME.

London, April 14th.

A large number of very prominent City business men have issued a manifesto appealing for funds for further active propaganda for the League of Nations, on the ground that the League had become an absolute necessity as a business proposition and was the only alternative to another war, which would utterly ruin industry and commerce throughout the world.

It declares that financial support should be regarded by all business men as a necessary insurance premium for the continuance of peace. The campaign for education must be on a national scale and must extend for at least a generation, hence a large fund was essential.

BRITAIN'S TRADE.

INCREASES IN IMPORTS AND EXPORTS.

London, April 14th.

The Board of Trade returns show that the imports for March amounted to £171,000,000, being an increase of £17,000,000 as compared with March, 1919. The exports amounted to £104,000,000, being an increase of £21,000,000 as compared with March last year, and £22,000,000, as compared with March, 1919.

The principal increases in imports over March last year were in raw cotton, £23,000,000; and grain and flour, £11,000,000. The principal increases in exports were in cotton manufactures £15,000,000.

THE PRINCE OF WALES.

ENTHUSIASTIC RECEPTION AT HONOLULU.

Honolulu, April 14th.

H.M.S. Renown arrived to-day, escorted by American warships and seaplanes. The Prince of Wales was given an ovation when he landed.

The Prince of Wales has sailed for Suva.

THE SITUATION IN GERMANY.

AMERICAN SUBJECTS KILLED BY SOLDIERS.

Berlin, April 13th.

A sentry shot and killed an American named De Mott, while the latter was attempting to escape from prison at Weesl, where he was awaiting the death sentence.

The *Freiheit* denounces the "murder by the soldiers who were afraid of the annulment of the death sentence."

BRITISH PRESS COMMENT.

London, April 13th.

The morning newspapers, commenting on the House of Commons debate, point out that although Anglo-French differences have not yet completely been settled, decisive progress has been made.

The *Times* writes:—"France may have committed a breach of diplomatic etiquette, but, in substance, she did the best thing not only for herself, but for all the Allies in teaching a lesson to the German Government and the militarists."

The *Daily Telegraph* understands that M. Millerand has given the assurances desired by the British Government. It emphasises that the outcome of the negotiations was not a victory for any side, but a triumph for reason.

The *Daily Mail* says that the rift in the Entente is practically closed.

The *Daily Express* says that candour and frank dealing have been possible, even helpful, for the Entente, which has learned the extent of the purposes of Germany.

The *Daily Chronicle* says that the practical value of the San Remo meeting depends on the success obtained in reaching specific decisions, clearly planning out the Allies' co-operation.

IMPORTANT CONFERENCE IN PARIS.

Paris, April 13th.

An important conference was held yesterday, in regard to the technical means of securing the carrying out of the provisions of the Treaty of Versailles, and in regard to the delivery and destruction of German war material, especially artillery.

Mr. Winston Churchill, M. Lefevre, the French War Minister, Marshal Foch, and General Weygand were present.

A complete agreement was reached on all points of principle, also in regard to the necessity of increasing the number of French and British officers employed in this work by the Inter-Allied Control Commission in Germany.

NOTES CANNOT BE PUBLISHED.

London, April 14th.

In the House of Commons, at question time, Mr. Bonar Law stated that it was undesirable to publish the British and French Notes in regard to the French occupation of German towns. He declared that Anglo-French relations were as harmonious as he hoped they would always be. (Cheers.)

He intimated that the matter would be discussed at San Remo.

AN APPEAL FROM ARMENIA.

INTER-ALLIED TROOPS WANTED.

London, April 13th.

The Armenian Delegation appeals for the despatch of Inter-Allied forces to Cilicia before they reach Cyprus. The destruction of further villages is announced. Adams and Mersina are threatened. The French officials are reported as threatening Cilicia is isolated owing to the destruction of the telegraphs.

THE EX-KAISERIN DYING.

Berlin, April 13th.

The *Tages-Zeitung* says that the ex-Kaiserin is dying.

RAILWAY STRIKE IN AMERICA.

GOVERNMENT AIDING THE EMPLOYERS.

Chicago, April 13th.

The District Attorney has informed the strike leaders that if the strikers did not return, the Government would support the management in discharging the men.

SITUATION GETTING WORSE.

New York, April 13th.

Whilst the railway strike appears to be dying down in the Middle West, the situation in the East and the South has become worse. The number of strikers has increased, causing a serious stoppage of traffic and closing down industries depending on the railways.

Conditions in New York have become worse, owing to the decrease of arrivals of food supplies. Towns people in many places are volunteering assistance.

BRITISH MINERS.

WILL A STRIKE EVENTUATE?

London, April 13th.

In the miners' ballot, the majority in South Wales is in favour of a strike was 60,000. There were small majorities, against the strike, in Leicestershire, Warwickshire and the Dean Forest.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

THE FUTURE OF MALAYA.

Singapore, April 13th.

The High Commissioner, Sir L. Guillemard, outlining the policy for the Federated States of Malaya, fore-shadowed large expenditure in new works. Arrears due to the war, he said, must be made up.

LIFE ON A TRANSPORT.

HOW HOMEWARD-BOUND TROOPS ARE FARING.

A member of a detachment of troops which left Hongkong for England recently on the *Hygon* writes to a friend in Hongkong the following account of the men's experiences:—

"We are having a lovely trip, which reminds us of the 'slip of paper' I showed you from the General. Perhaps you have a friend on one of the H.K. papers who would like to hear of our trip. Our ship is 'It,' we are all 'forward' and have to take it in turns to find a place to sit down—there is absolutely no room to sit, in fact, one could not even swing the poor old cat round; while down below it is even worse, and the heat is terrible. The only good point so far is the crew, thanks to a few extra meals, which for a troop-ship is quite good. Of course we get our share of stew, but are getting quite used to that, as we stew on deck all day and stew below all night. Generally speaking, however, everyone is 'fed' up with the accommodation and a slight demonstration took place the night we arrived at Singapore. The officers went ashore and then the W.O.s and Sergeants were allowed to go, but the lower ranks had to stay on board, so we sent a deputation to the O/C and he then let us off till 10 o'clock."

Yesterday morning we came to this island of red tape, and from the way we are being treated we are something more than Chinese Labour Corps men. For show yesterday we were given three tins of bully beef between 30 men and some bread, whatever we wanted we had to buy from the "Coffee Bar."

The O/C had us out on the Square in the boiling sun for an hour yesterday morning, but we do not know what for, as he did not say a word to us. To-day we have to get our "grub," the best way we can, some having to stand up; and we are not allowed to leave the island, in other words "C.B." We cannot hear how low we are likely to be here, from rumour it is possibly from 4 to 10 days—do you wonder at us being fed up! I certainly think the H.K. people would like to hear of our "bon voyage." The troops were under the impression that some of the O/C had been put on board for their use, but up to the present nothing has been seen or heard; evidently they have not filtered through the Officers' Mess yet. We have a canteen on board but for the "sort" drinkers it is beyond a joke as we have to pay a shilling (English money) for a 10 cent bottle of Watson's minerals or soda water even; and 6d. for a 3 cent packet of "Woodbines" cigarettes.

I'm afraid this is far from a cheerful sort of letter but they are nevertheless true, and I fear that unless things soon alter there will be some trouble before we reach home.

By the way the gramophone has even gone on strike, so we have had to talk back on a mouth-organ as there is not a piano on board.

(c) As regards the allegations about cigarettes and tobacco being brought into the gaol, we gather that this does happen occasionally and is difficult to prevent. We strongly recommend that the gaol regulations be amended for the purpose of making it legal for any officer of the gaol, below a certain rank, to be searched under European supervision upon entering and leaving the gaol.

(d) With regard to the allegations of Wong Kwong as to unnatural offences inside the gaol, it is impossible for us to obtain any satisfactory evidence. We feel bound to condemn the system which existed, during the recent shortage of staff, of the search of Chinese cells by Indian Warders only, as giving at all events an opportunity for abuses of this nature, and as also affording a ready occasion for tobacco or implements, or food being handed to Chinese prisoners. We enquired about the alleged misconduct of Principal Warder No. 32, but we are satisfied that such misconduct did not take place.

(e) Upon the food question generally, we may add that it is clear that a considerable outbreak of beri-beri occurred in the gaol in October/November last, which caused a further shortage of the gaol staff in those months inasmuch as many of the prisoners were removed to Kennedy Town. The beri-beri was due to the prisoners being put on a diet of white rice, and we think it regrettable that the beef congee diet was not started sooner. The experiment which was tried of mixing bran with the rice, though no doubt good from a medical point of view, was a failure, as the prisoners absolutely refused to eat the rice mixed with bran. Such an incident shows that prisoners are by no means so powerless to voice their grievances as is suggested by Wong Kwong; and the statements of the Chief Warder, Principal Warder Robertson, and Mok Sing have satisfied us that prisoners are afforded ample and unrestricted opportunity of making complaints about food, ill-treatment and other matters.

(f) There were certainly no deaths from starvation in 1918 or 1919. In every case of a death in the gaol an inquest is held.

(g) We do not think it worth while to comment further on Wong Kwong's statements.

In dealing with questions relating to the food, clothing and treatment of prisoners, we have thought it advisable (though it does not fall strictly within the terms of the reference to us) to go into the statements of the other convicted man, Mok

Industrial League and Council opened new offices recently at 82, Victoria Street, London, S.W. Mr. G. H. Roberts, M.P., and Mr. J. H. Whitley, M.P., presidents of the joint organisation, and the Bishop of Birmingham were among those present.

Mr. Roberts said the Industrial League existed because a few Trade Unionists and employers foresaw that when the war had been won the greatest problem that would then emerge would be that of the relationship of employer and employed. Whilst the industrial situation was still very unsettled, he believed that, but for the work of the Industrial League and the Reconstruction Council the situation would be a great deal worse, for they had succeeded in inspiring a large body of men with the spirit of goodwill and a desire to know and confront facts.

Mr. Whitley said they could congratulate themselves on results. There were now in existence some 53 Joint Industrial Councils representing as many industries, and close upon four million workers. "We might talk about settlement and prosperity within our borders; but let us remember that the whole of suffering humanity in Europe depended on whether or not we were able to render the services demanded of us. Some queer people believed we could love our enemies and hate our neighbours at the same time. We must adopt the round table method instead of the out-of-date trench warfare method of settling industrial disputes. He regarded the pre-war period as the Middle Ages. In the new age, we must have more of humanity and less of class divisions."

The Bishop of Birmingham said there never was a time when the example of this country could be more beneficial to the rest of the world than to-day.

THE ADMINISTRATION OF VICTORIA GAOL.

REPORT OF A COMMITTEE OF ENQUIRY.

PRISONERS AND THEIR FOOD.

The following Report is to be laid before the next meeting of the Legislative Council by Command of His Excellency the Governor:—

Report of a Committee consisting of the Honourable Mr. H. E. Pollock, K.C., Chairman, the Hon. Mr. R. Q. Hutchison, M.B.E., and the Hon. Mr. Ho Fook, appointed by His Excellency the Governor to report upon the following subjects in connection with the Victoria Gaol, namely:—

(a) as to whether there is any foundation for the statements made by the convicted man, Wong Kwong;

(b) as to any matters connected with the murders or the escape of the prisoners that the Committee think should be brought to notice;

(c) as to steps necessary to be taken to prevent similar incidents in future;

(d) generally on any point in which the Committee consider that the gaol administration can be improved.

1.—The Committee have held several sittings in Mr. Pollock's office and have made four visits to Victoria Gaol, three by daylight, and one after dark, and have examined Mr. Franks, Dr. Woodman, Dr. Valentine, Chief Warder Passmore, Principal Warder Robertson, and the convicted man, Mok Sing, as witnesses; and have also inspected at the Central Police Station the exhibits in the Victoria Gaol murder trial.

2.—With regard to the statements of Wong Kwong:—

(a) We are clearly of opinion that there is no foundation whatever for the allegations of the prisoner as to insufficient feeding. On the contrary, Dr. Woodman and Dr. Valentine informed us that they are of opinion that the food allowed by the Regulations is sufficient and a list (compiled between May and September, 1919) of the respective weights of prisoners (whose sentences varied from 1 to 12 months) on their admission and discharge respectively, shows, on the average, a slight gain in weight, the average gain in weight being greater in the case of long sentence prisoners than in those with short sentences. We also inspected the rations distributed to prisoners and found that they were apparently in order, and wholesome.

(b) As regards the allegations about cigarettes and tobacco being brought into the gaol, we gather that this does happen occasionally and is difficult to prevent. We strongly recommend that the gaol regulations be amended for the purpose of making it legal for any officer of the gaol, below a certain rank, to be searched under European supervision upon entering and leaving the gaol.

(c) With regard to the allegations of Wong Kwong as to unnatural offences inside the gaol, it is impossible for us to obtain any satisfactory evidence. We feel bound to condemn the system which existed, during the recent shortage of staff, of the search of Chinese cells by Indian Warders only, as giving at all events an opportunity for abuses of this nature, and as also affording a ready occasion for tobacco or implements, or food being handed to Chinese prisoners. We enquired about the alleged misconduct of Principal Warder No. 32, but we are satisfied that such misconduct did not take place.

(d) With regard to the allegations of prisoners being ill-used, we have carefully questioned the above 6 witnesses upon the subject, and are of opinion that such allegations are not well founded.

(e) Upon the food question generally, we may add that it is clear that a considerable outbreak of beri-beri occurred in the gaol in October/November last, which caused a further shortage of the gaol staff in those months inasmuch as many of the prisoners were removed to Kennedy Town. The beri-beri was due to the prisoners being put on a diet of white rice, and we think it regrettable that the beef congee diet was not started sooner. The experiment which was tried of mixing bran with the rice, though no doubt good from a medical point of view, was a failure, as the prisoners absolutely refused to eat the rice mixed with bran. Such an incident shows that prisoners are by no means so powerless to voice their grievances as is suggested by Wong Kwong; and the statements of the Chief Warder, Principal Warder Robertson, and Mok Sing have satisfied us that prisoners are afforded ample and unrestricted opportunity of making complaints about food, ill-treatment and other matters.

(f) There were certainly no deaths from starvation in 1918 or 1919. In every case of a death in the gaol an inquest is held.

(g) We do not think it worth while to comment further on Wong Kwong's statements.

In dealing with questions relating to the food, clothing and treatment of prisoners, we have thought it advisable (though it does not fall strictly within the terms of the reference to us) to go into the statements of the other convicted man, Mok

Sing, as reported in the *Daily Press* of Tuesday the 23rd March, 1920, more especially as his remarks were far more connected and coherent than those of Wong Kwong; and, in order to sift his complaints fully to the bottom, we have taken a very full statement from Principal Warder Robertson (referred to by Mok Sing as his trial as a kind man) and have interviewed Mok Sing himself at some length.

1.—As regards food, Mok Sing complains:—

(a) That he was not given enough food;

(b) That the rice was not properly cooked;

(c) That the prisoners were sometimes given rotten fish and bad food;

(d) That condemned prisoners do not receive the proper allowance of food;

(e) That short sentence prisoners do not get the proper Regulation allowance of food;

(f) That long sentence prisoners do not get the proper Regulation allowance of food;

(g) That if prisoners wanted to weigh the rice they were hindered in doing so.

Our findings on the above are as follows:—

(a) That such is not the case;

(b) That during the white rice period last year, owing to the rice being partly broken rice, it was very difficult to cook and was, in some instances, not well cooked;

(c) That, in summer time, the fish was occasionally bad, but that it was changed by the commissary, on complaint being made, either for fresh fish, or, if that could not be procured, salt fish was supplied in its place;

(d) That such is not the case;

(e) That such is not the case. We recommend however that a new measure be made for the equivalent of 16 oz. of food, which is one of the regular rations;

(f) We are satisfied that this statement is absolutely unfounded. Mok Sing admitted that he was allowed, when he complained of short allowance of rice, to eat what he weighed and was not scolded or hindered in any way; and we are satisfied from what the Chief and Principal Warder told us, that no punishment is inflicted on any prisoner for making unfounded complaints of short weight, unless he has done so 3 times, at least, in which event he is either cautioned or put on rice and water for a day.

2.—Other complaints made by Mok Sing were:—

(a) That they were not given enough blankets;

(b) That during this past winter, they were supplied with a flannel shirt, instead of a flannel shirt.

As regards point (a) we are satisfied that the reserve of blankets was too low this last winter, and that the Medical Officer's recommendation as regards extra blankets for prisoners could not be carried out; and we recommend that a larger reserve of blankets be kept in the future.

As regards point (b) we are satisfied that there was cause for complaint owing to a single flannel shirt being issued to prisoners for a few weeks in November/December, 1919; but this was afterwards remedied by two flannel shirts being issued in lieu of one flannel shirt. We have been informed by the Chief Warder that the flannel ordered from England has now arrived and is being made up into flannel shirts for the prisoners.

[The Report of the Committee further deals with comments on and suggestions for the reform of the Gaol Administration with occasional references to the verdict of the Coroner's Jury. This part of the Report considerations of space to-day compel us to hold over.]

SPIONITIS IN KYUSHU.

A MYSTERIOUS ENGLISHMAN.

The *Taishu Nichi Nichi* publishes a Naokata message, which says that an Englishman, suspected of being a spy, is wanted by the Kyushu police. It is stated that on March 10th an Englishman, who gave his name as Edward Stevenson, and is said to be a grocer, put up at the Aburaya Hotel at Naokata, Fukuoka prefecture. He remained in his room all the day, and forbade the maid-servants to enter. He was apparently engaged in writing. The following morning, he left the hotel, without telling the hotel people where he was going. On March 13th, he sent some money to the hotel by postal money order to pay his bill, with instructions that a basket-trunk which he had left behind should be burnt. The hotel people were strictly forbidden to open it first. There being signs that this Englishman had been inspecting the geographical condition of North Kyushu, and Shimomotsuki-Moji district as a spy, the Naokata Police Station immediately communicated with the Police Headquarters of Fukuoka prefecture. The Kyushu police are, says the sensational Japanese correspondent, on

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UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM... "RAZEMBE" ... 29th May.
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SHANGHAI and TSINGTAO "CHENAN"	On 17th April	4 P.M.
SWATOW and BANGKOK "HUPEH"	On 17th April	10 A.M.
HONGKONG "TAIKOO WAN YI"	On 18th April	9 A.M.
SWATOW and SINGAPORE "LINAN"	On 18th April	10 A.M.
HAIPHONG "RAIFONG"	On 18th April	10 A.M.
SWATOW and BANGKOK "LUCROW"	On 18th April	10 A.M.
AMOY, SHANGHAI & PUKOW "SUIYANG"	On 20th April	10 A.M.
TIENTSIN "SUIHOW"	On 22nd April	Noon.
SHANGHAI "HUNNING"	On 22nd April	Noon.
SHANGHAI & TSINGTAO "TEAN"	On 24th April	4 P.M.

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"HAIHONG" ... Capt. A. H. Stewart | TUESDAY, 20th Apr., at 1 P.M.
"MORIALTA" (Hailong) | Capt. Ed. Walker | FRIDAY, 23rd Apr., at 1 P.M.

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	Tons	From Hongkong (about)	Destination
"KHIVA"	8,000	17th Apr. Noon	Marseilles, London & Antwerp.
"DILWARA"	5,400	20th Apr. Noon	Spain, Colombo, Bombay.
"NORE"	6,700	6th May	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"MADRA"	7,000	19th April Noon	Straits, Rangoon & Calcutta.
"GREGORY APCAR"	4,800	22nd April	Do.

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"ST. ALBANS"	4,500	30th April	Sundakan, Thursday Island
"EASTERN"	4,000	19th May	Queensland Ports and Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"MUTTRA"	4,700	24th April	Shanghai & Kobe.
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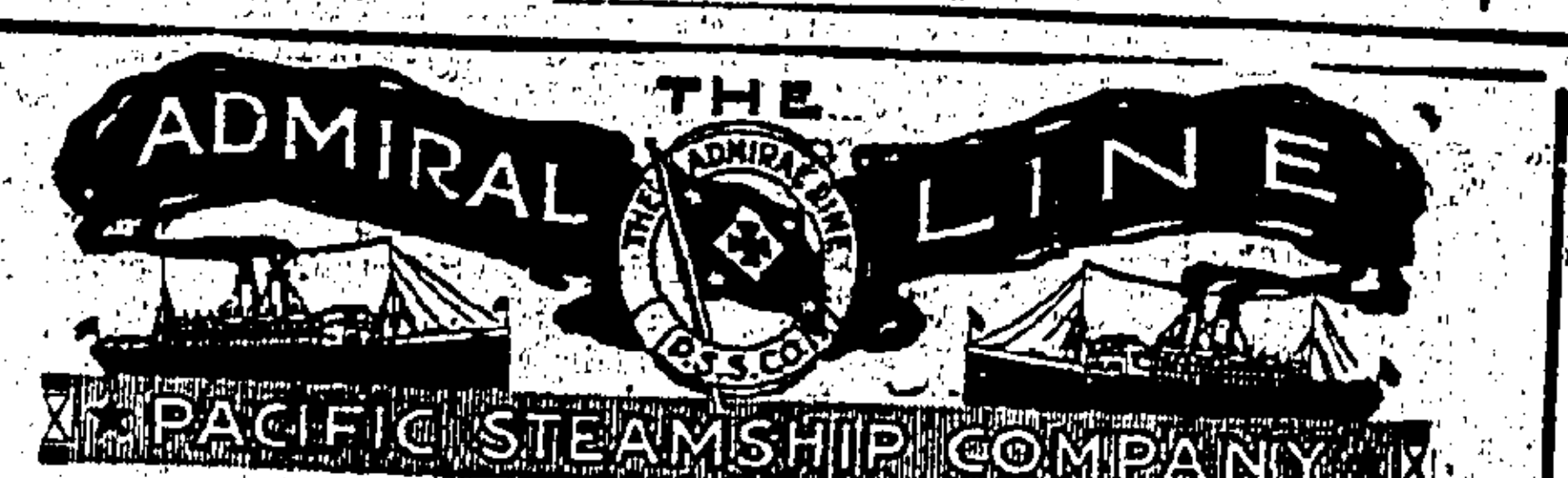
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"ABERCO"	...	About June	20th

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"TEVO MARU"	8,000	May 17th.
"SIBERIA MARU"	8,000	June 1st.
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"ARMAND BEHIO" ... On or about 22nd April.

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"PANAMA MARU" ... Wednesday, 28th May.

"TACOMA MARU" ... Middle of July.

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"SIAM MARU" ... End of April.

"LUZON MARU" ... Beginning of May.

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"KUNAJIRI MARU" ... Monday, 17th May.

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"CHICAGO MARU" ... Saturday, 5th June.

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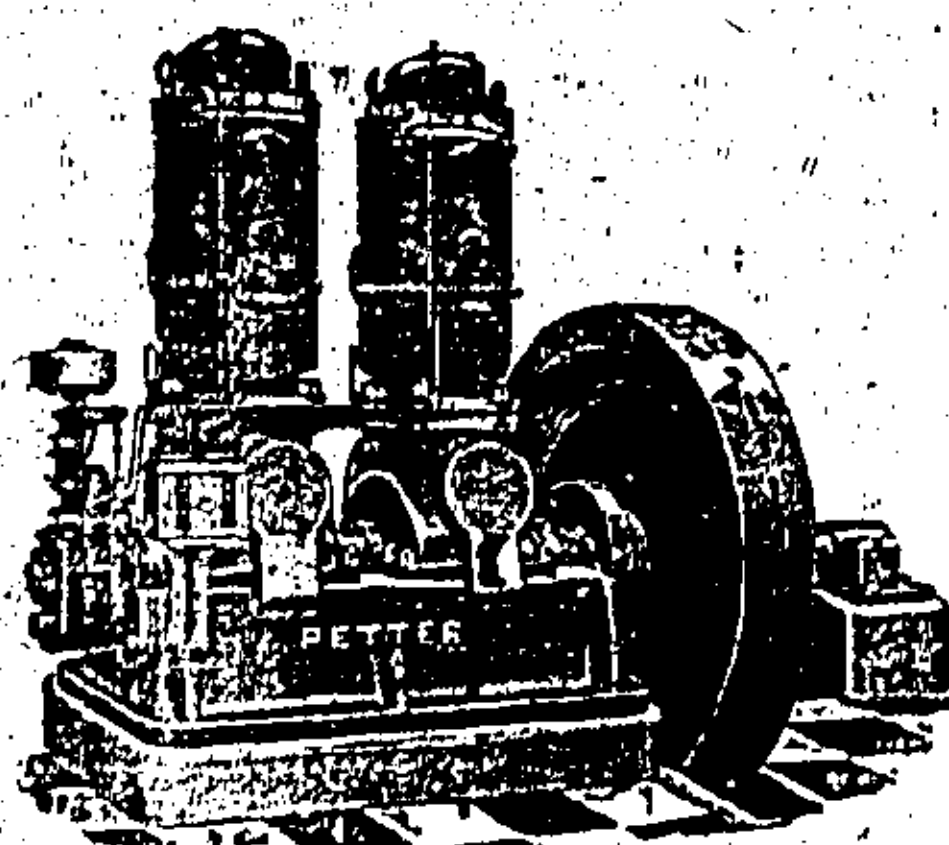
FROM	PER	DATE
JAPAN	Madras	17th April.
MANILA	West Niger	17th April.
SHANGHAI	Rangoon	18th April.
U.S.A. JAPAN and MANILA	Sumatra	18th April.
STRAITS	Singapore	24th April.
	Kuala Lumpur	26th April.

OUTWARD MAILS.

FOR	PER	DATE
*Shanghai and *North China	Sierra Leone	Saturday, 17th, 8.00 A.M.
*Swatow and *Bangkok	Hupei	Saturday, 17th, 9.00 A.M.
Java and Port Moresby via Batavia	Thibodas	Saturday, 17th, 10.00 A.M.
Poochow	Tongas	Saturday, 17th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, L. Marquis, Egypt and EUROPE via MARSEILLES	Khiva	Saturday, 17th, 9.45 A.M.
Swatow, Amoy, and Poochow	Hai Hong	Saturday, 17th, 2.00 P.M.
Shanghai and North China	Chenai	Saturday, 17th, 3.00 P.M.
*Swatow and *Straits	Linan	Sunday, 18th, 8.00 A.M.
Hainan	Kaifong	Sunday, 18th, 9.00 A.M.
Swatow, Amoy and Formosa via Keelung, Japan via Nagasaki, Canada, United States Central and South America and *EUROPE via SAN FRANCISCO	Persia Maru	Monday, 19th, 8.30 A.M.
Japan via Kobe and Seattle	West India	Monday, 19th, 10.00 A.M.
Straits, Bangkok, and Calcutta & Aden	Madras	Monday, 19th, 11.00 A.M.
Japan via Kobe	Yatsing	Monday, 19th, 4.00 P.M.
*Swatow and *Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay and Aden	Lucknow	Tuesday, 20th, 9.00 A.M.
Swatow, Amoy, and Poochow	Dhava	Tuesday, 20th, 11.00 A.M.
Amoy, Shanghai and *North China	Huiching	Tuesday, 20th, Noon
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via SUEZ	Siyang	Tuesday, 20th, 3.00 P.M.
The Parcel Mail will be closed on Wednesday, April 21st, at 5 p.m.	Rhus	Wednesday, 21st, 5.00 P.M.
Shanghai and North China	Registration Letters	Wednesday, 21st, 5.00 P.M.
Swatow, Amoy and Poochow	Sunning	Thursday, 22nd, 11.00 A.M.
Philippine Islands	Huiching	Thursday, 22nd, 11.00 A.M.
Shanghai and North China	Marialta	Friday, 23rd, 2.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	Yuenwang	Saturday, 24th, 3.00 P.M.
Shanghai, North China & Japan via Kobe	Yokohama Maru	Sunday, 25th, 9.00 A.M.
	Registration Letters	Sunday, 25th, 9.00 A.M.
	Kitano Maru	Tuesday, 27th, 10.00 A.M.

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Credit, at 4 months sight 4/8 1/2
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On L ^o PARIS.—
Bank Bills, on demand 184 5
Credit, 4 months sight 184 5
On L ^o NEW YORK.—
Bank Bills, on demand 9 1/2
Credit, at 60 days sight 9 1/2
On L ^o BOMBAY.—
Telegraphic Transfer 20 1/2
Bank Bills, on demand nom.
On L ^o CALCUTTA.—
Telegraphic Transfer 20 1/2
Bank Bills, on demand nom.
On L ^o SHANGHAI.—
Bank Bills, at sight nom.
Private, 30 days sight nom.
On L ^o YOKOHAMA.—
On demand—Pesos 187
On L ^o MANILA.—
On demand—Pesos 200
On L ^o BATAVIA.—
On demand 230
On L ^o HAIKONG.—
On demand nom.
On L ^o SINGAPORE.—
On demand 48
Sovereigns, Bank's Buying rate \$4.34 1/2
Gold L ^o 100 fine, per oz. \$39.60
BAR SILVER per oz. 68d.
SUBSIDIARY COINS.
Per cent.
Hongkong, 20 cents piece, \$0.00. Discount
Hongkong, 10 " " " " " " " " " " " "
Canton, 20 " " " " " " " " " " " "
Canton, 10 " " " " " " " " " " " "

WEATHER REPORT.

April 16th, at 12.10—No returns from Japan, Vladivostok and India China.
Pressure changes are small; a weak anticyclone is indicated over the lower Yangtze Valley.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.34 inch. Total since January 1st, 6.96 inches, against an average of 8.68 inches.
The forecast for the 24 hours ending at noon to-day is as follows—
DISTRICT FORECAST.
Hongkong to Gap Rock N.E. winds, moderate; fair.
Formosa Channel " " " " " " " " " " " "
South Coast of China between Formosa and Hongkong " " " " " " " " " " " "
South Coast of China between Hongkong and Hainan " " " " " " " " " " " "

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Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 4 1/2 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STARR, Chief Manager.
Hongkong, November 2nd, 1919.

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(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) " 37,500,000
Reserve Funds " 7,030,000

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TAIPEI, FORMOSA.

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3, Des Vœux Road, Central,
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Reserve Liability of shareholders " 750,000

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The London Joint City & Midland Bank, Ltd.
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C. L. SANDER, Acting Manager.
7, Queen's Road Central,
Hongkong, December 12th, 1919.

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7, Rue Saint-Lazare, PARIS.

BRANCHES:
Lyon, Hongkong, Yunnanfu, Hankow, Hanoi, Vladivostok, Peking, Singapore, Foochow, Shanghai, Canton, Swatow, Tientsin, Saigon, Yokohama, Hankow, Haiphong.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.
Hongkong, March 6th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central.

Paid-up Capital \$2,000,000.00
Reserve Fund 200,000.00

Directors:
Mr. Pong Wai Tung, Chairman
Mr. Chow Shou Eon, Mr. Kiu Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. On Ching Shek, Mr. Ng Chang Luk.
Chief Manager: Kan Tong Po, Esq.
Asst. Manager: L. Tse Fong, Esq.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of 2 1/2 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 2 1/2 per cent.
For 6 months at the rate of 4 1/2 per cent.
For 12 months at the rate of 5 1/2 per cent.
KAN TONG PO, Chief Manager.
Hongkong, February 14th, 1920.

THE BANK OF CHINA
行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$80,000,000.00
Paid-up Capital ... 12,378,800.00
Reserve Funds ... 2,197,400.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYKE PEI, Manager.
Hongkong, February 6th, 1920.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

L. CROCKETT, Manager.
Hongkong, March 27th, 1920.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—8, Des Vœux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT Savings and Fixed Deposits bear interest at Rates 2 1/2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984,